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Correspondence with Mr. S. W. Allerton  
concerning the exportation of Canadian  
cattle from the port of Boston, Mass.

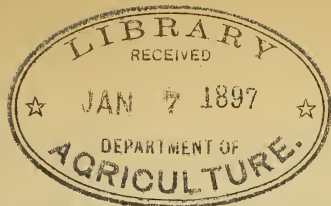
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# United States Department of Agriculture,

OFFICE OF THE SECRETARY.

*Washington, D. C., December 28, 1896.*

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## Correspondence with Mr. S. W. Allerton Concerning the Exportation of Canadian Cattle from the Port of Boston, Massachusetts.

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(From Chicago Inter-Ocean, November 1, 1896.)

### CANADIAN CATTLE—INJUSTICE TO AMERICAN CATTLEMEN IN SECRETARY MORTON'S RULING.

CHICAGO, ILL., *October 31, 1896.*

*To the Editor:* I desire to state a few facts which are of the greatest importance for the welfare of every farmer and cattle raiser in the United States.

Another great injustice has been forced upon the agricultural community and the cattle raisers of the United States in the arbitrary action taken by Secretary of Agriculture Morton, who has just granted to shippers of Canadian cattle the privilege of shipping these cattle into the United States and also for export. These same Canadian cattle are forbidden entrance into England (although Canada's mother country) except to be slaughtered at port of landing, owing to the fact that pleuropneumonia has been found to exist among them.

These cattle are shipped from Canada through the United States by way of Canadian railroads and by American roads for a short distance, to Boston, and then to England by the way of English boats.

The great injustice that this works to raisers and shippers of cattle in the United States can be readily perceived. In the first place the shipping of these Canadian cattle from the United States ports cuts off the shipment of just so many States cattle and to England owing to the limited number of boats that carry cattle.

Secondly, notwithstanding these Canadian cattle are of quality greatly inferior to our own, they will be placed on the English markets as States

cattle, and thereby, should pleuro-pneumonia develop in any of these Canadian cattle, either while they are en route through this country or when on board of steamer, which may also have on board States cattle, besides the danger of contagion which would result in untold damage to our own cattle, running up to millions of dollars, it would also result in ruining the reputation for perfect and unimpaired health which our cattle now enjoy, this reputation being the fruit of years of hard and untiring effort on the part of our cattle raisers and shippers.

The best proof that pleuro-pneumonia exists among cattle in Canada is shown by the fact that Canadian cattle are prohibited from entering into the interior of England, her mother country, and are compelled to be slaughtered at the landing.

On the face of this the Canadian cattle have been granted by Secretary Morton the privilege of passing through and into this country en route to our seaboard, Boston, at the risk of spreading contagion among our cattle, which would result in a loss, the extent of which could not be estimated.

That the Secretary of Agriculture is aware of these existing conditions and that he is alive to the fact that there is danger of pleuro-pneumonia developing in Canadian cattle passing through this country, is evidenced by an order recently issued from his Department intending to provide precaution to prevent the infection of United States cattle by the transit of diseased Canadian animals through the United States.

He was not satisfied with the arrangements first made by the railway people, carrying these cattle from Canada through the United States, which provided only one yard, with the intention of unloading each car separately. This method afforded no opportunity of providing for animals found to be diseased, or for examining other car loads without communicating the disease, which might have infected the yard.

He also requires that the cars in which these cattle are brought to Boston be kept as separate as possible from other cars containing live stock, and that they be thoroughly disinfected after each trip. These Canadian cattle are inspected at Richford, Vt., which, though close to the line, is nevertheless on United States soil. If disease should be found even there, it would be heralded all over Europe that pleuro-pneumonia had been discovered in the United States. It would matter very little if they were Canadian cattle; American cattle would get the bad name and suffer this great consequence. England would not believe that our cattle had not been contaminated, so it would be the United States that would suffer thereby, and this is what Canadian farmers want on account of our cattle being healthy and inspected and passed in England as such, while Canadian cattle have been rejected.

Besides the question of pleuro-pneumonia this concession made to Canadian shippers deprives our American shippers of the exporting



of at least 2,000 cattle per week, and this privilege was granted on the fact that the Canadian Government does not allow our American cattle to be shipped into Montreal to be exported from there.

The above facts all go to clearly demonstrate that in permitting the Canadian cattle into this country Secretary Morton has permitted a grave injustice to be perpetrated on our live stock interests, that not only is liable to destroy the years of labor and development, but that will retard the future growth of this great industry in our country by restricting the outlet of our cattle raisers and by placing in constant jeopardy the lives and health of our cattle.

Yours truly,

S. W. ALLERTON.

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DEPARTMENT OF AGRICULTURE, *Washington, Dec. 4, 1896.*

S. W. ALLERTON, Esq.,

*Chicago, Ill.*

DEAR SIR: My attention has just been called to a letter over your signature which was printed in the *Chicago Inter-Ocean* Nov. 1, 1896. That epistle says:

"I desire to state a few facts which are of the greatest importance for the welfare of every farmer and cattle raiser in the United States."

One of these alleged facts you deliver thus:

"Another great injustice has been forced upon the agricultural community and the cattle raisers of the United States in the arbitrary action taken by Secretary Morton, who has just granted to shippers of Canadian cattle the privilege of shipping these cattle into the United States and also for export."

Had you stated real facts and not fictions you would have said that the Secretary of Agriculture permitted, under certain conditions, the shippers of Canadian cattle to enter such animals at the ports of St. Albans, Richford, and Island Pond, in the State of Vermont, for shipment in bond to Boston for exportation from that city. There has been no change in the regulations governing the entry of Canadian cattle into the United States for other purposes than export.

You further state that if disease were found at Richford—

"It would be heralded all over Europe that pleuro-pneumonia had been discovered in the United States," and that—

"England would not believe that our cattle had not been contaminated; so it would be the United States that would suffer thereby, and this is what Canadian farmers want on account of our cattle being healthy, and inspected and passed in England as such, while Canadian cattle have been rejected."

Is it possible that an eminent farmer and cattle grower can be ignorant of the facts that exactly the same regulations are applied by

England to cattle from the United States that are enforced against cattle from Canada, and that American cattle have been subject to these regulations since 1879 and Canadian cattle since 1892? The restrictions were made in each case on the ground that pleuro-pneumonia had been found among the cattle on arrival, but so far as ascertained there is not more evidence of the existence of that disease in Canada than there is of its existence in the United States. Careful inspection in both countries, maintained for a term of years, indicates that this contagion does not exist either in the United States or Canada.

If, under such circumstances, we admit the infallibility of the English inspectors in regard to Canadian cattle, does not consistency compel us to admit that they may possibly be right as to cattle from the United States? So long as there was any prospect of securing the removal of the British restrictions it was deemed wise to confine the exportation of Canadian cattle through and from the United States to the port of Portland, Me. But as these English restrictions were recently enacted into law for the avowed purpose of preventing any succeeding British administration from revoking them, that reason for the exclusion of Canadian cattle no longer exists.

In view of these facts, is it not rather below your style of intellectuality to prate about "ruining the reputation for perfect and unimpaired health which our cattle now enjoy" by permitting the exportation of Canadian cattle through the port of Boston? Why do you overlook the fact that the shippers of Canadian cattle have always been allowed the privilege of exportation from Portland, and that this privilege has never led to the disastrous effects upon our trade which you now vividly imagine may occur through its extension to Boston? Have our inspectors found pleuro-pneumonia or other dangerous contagious disease among Canadian cattle, and, as a matter of fact, have not Canadian cattle been allowed shipment from all of our ports until the issuance of my order restricting them to Portland?

You seem paroxysmally alarmed as to another illusion and fear injustice to American farmers and cattlemen, and in your sympathy for these good citizens, among whom you stand up to be counted, you agonizingly announce that:

"The shipping of these Canadian cattle from the United States ports cuts off the shipment of just so many States cattle to England, owing to the limited number of boats that carry cattle."

And again, with a pathos to cause American steers to shed tears, you hysterically declare:

"This concession made to Canadian shippers deprives our American shippers of the exporting of at least 2,000 cattle per week."

Without reference to the almost unlimited carrying capacity of the vessels engaged in the trade between our ports and Great Britain, I have



a great curiosity to learn how you reached the conclusion that at least 2,000 American cattle per week are crowded out from exportation.

From September 1, 1896, to December 1 there have been just two shipments of Canadian cattle from Boston—one of 326 head, the other of 650 head, or 976 in all. How this shipment of less than 1,000 cattle in three months prevents the exportation of at least 2,000 American cattle per week is a problem which I am unable to solve. What rules of arithmetic guide you as a computer?

When the transportation lines carried over 360,000 American cattle in the single year ending June 30, 1896, without the vessels running full, and when but 1,834 Canadian cattle came to Portland for exportation during the year ended June 30, 1895, and but 1,482 came during the year ended June 30, 1896, where do you find great danger of our cattle being prevented exportation, especially while Canadian animals are excluded from all ports south of Boston?

It is, however, exceedingly gratifying to witness such sincere solicitude for the American cattle raisers by a gentleman so distinguished in connection with the Chicago stock yards and packing interests as you are, while at the same time I must regretfully wonder why the farmers themselves have not yet apparently been convinced that their very best and truest friends are, as a rule, located in that prosperous propinquity. But your zeal in their cause, even under seemingly compromising conditions, will no doubt go far to remove many long-standing prejudices against those friendly servants of the cattlemen.

If you desire to write another letter on this subject I will be pleased to supply you with facts and figures. Then you will do the subject and yourself justice and bestow, no doubt, a great wealth of wisdom and affluence of truth upon the farmers and the cattle raisers of the United States, in behalf of whose interests you have long been luminous as a devoted and self-sacrificing missionary.

Yours truly,

J. STERLING MORTON, *Secretary.*

*Chicago, Ill., December 21, 1896.*

Hon. J. STERLING MORTON,  
*Secretary of Agriculture.*

DEAR SIR: Yours of December 4 was duly received. I had concluded after reading the last paragraph of your letter that you did not desire an answer, but I am informed that you desire an answer.

You state that from September, 1896, to December 1 there have been just two shipments of Canadian cattle from Boston—one shipment of 126 head, the other 850 head, or 976 head in all. How these shipments of less than 1,000 cattle in three months have prevented the exportation of at least two thousand American cattle in one week, is a problem which you are unable to solve.

The facts in the matter are these: The shippers of export cattle from America have been regular shippers on the *Carinthia*, which takes 850 cattle and 560 sheep for a load; *Sylvania*, which takes 850 cattle and 560 sheep. This is what has been loaded on these chartered boats. The *Peruvian* which goes to Glasgow, and which is another boat the Canadians took, carries 500 cattle. This makes 2,200 cattle spaces.

I am informed that the Canadian shippers loaded on the Allan Line boat *Peruvian* 472 cattle (capacity 650), also on the Cunard Line boat *Carinthia* 650 cattle (capacity 870). In order to take these boats away from the American shipper, they paid a premium of ten shillings per head for the privilege of not taking the entire capacity of the boats. The steamship companies expect to get American shippers to fill the boats, but no American shipper would load these boats to come into contact with Canadian cattle.

Now, you must see that this reduced the shipments of American cattle in one week 2,000 head. Having cattle to sell, I went to the yards, I met my salesman and asked him what he had got for the cattle. He replied, "I could not sell them as the market was 30 to 40 cents lower." I asked him if there was a big run, to which he replied, no, and no one to buy export cattle. I went into Mr. Morris' office and asked him what was the matter with the cattle. He said, "Secretary Morton has allowed Canadian cattle to come through Vermont to Boston and the Canadian shippers have taken the boats I have been shipping in. They paid ten shillings more freight for the privilege of not fully loading the boats. I could have got the other half, but you know the English Government used to allow Canadian cattle shipped and distributed anywhere in England until they found pleuro-pneumonia in Canadian cattle, but they never found this disease in cattle from the United States. I would not take the chances of loading my cattle with Canadian cattle." These cattle are inspected in Vermont, and should they find pleuro-pneumonia in Canadian cattle it would be heralded all over the world that the cattle in the United States had this disease. This is just what the French and German governments wanted as a pretext to prohibit our cattle, as they were displeased because we repealed reciprocity, for when our Government adopted reciprocity, they having a large surplus of idle labor, and as sugar beets did not exhaust the land as much as grain did, they commenced to buy all kinds of American farm products, but when repealed they were dissatisfied and retaliated under their sanitary law on a pretext that our cattle were diseased.

This was a pure pretext, and the French and German governments know it. They were afraid that the President would use his power to retaliate. They used the pretext of "diseased cattle," for they feared our Government, through our Secretary of Agriculture, would report to the

President that his inspection was rigid, that our cattle were free from disease, and that it was a pretext on the part of the French and German governments in prohibiting our cattle.

You see the result of allowing Canadian cattle shipped through Vermont to Boston was that they could come into competition with our shippers and charter the steamships. This broke our cattle market 30 cents per hundred in one week, and reduced the value of 50,000 cattle in one week fully 30 cents per hundred. This was a loss to the American farmer, grower, and feeder of cattle.

Dr. Salmon states that there is a quarantine of 90 days on our cattle in Canada. Such cattle are not allowed to be exported from Montreal or any other Canadian port at present. So you see that the United States export shippers are not allowed to come into competition with steamers carrying cattle from Montreal or any other Canadian port.

Now, is it doing justice to the United States farmer for our Government to open the ports, exposing our cattle with Canadian cattle, which English veterinarians have declared are tainted with contagious pleuro-pneumonia? Surely, so long as the Canadian government will not allow American shippers to load from their ports, why should we allow them to load from our ports, to reduce the value of our cattle by taking the steamships from American export shippers?

You state, "How exceedingly gratifying to witness such a sincere solicitude for the American cattle raisers by a gentleman so distinguished in connection with the Chicago Stock Yards and packing interests as you are, while at the same time I must regretfully wonder why the farmers themselves have not yet apparently been convinced that their very best and truest friends, as a rule, are located in that prosperous propinquity. But your zeal in their cause, even under seemingly compromising conditions, will, no doubt, go far to remove many long-standing prejudices against those friendly servants of the cattlemen."

To your insinuations that no one connected with the Union Stock Yards and the great business men at that point are not the friends of the farmer, I will simply state that I do not own a share of the stock in the yards. I am a farmer and a feeder of cattle. Knowing Chicago is the best cattle market in the world, I ship all my cattle and sell them in the Union Stock Yards, some 9,000 last year.

I look upon the great packers as the truest friends of the farmer, for they have opened up every market possible for their products. They are active business men, and as the country grew they were forced to grow and take care of the farmers' stock.

I am proud that I was one of the promoters of the Union Stock Yards. Being conducted on good business principles, it has grown to be the greatest live stock market in the world, making Chicago a great money center, which has made it possible for every industry to succeed, and



has added more to the growth of Chicago than any other interest. Your position should certainly make you the truest friend of the farmer.

In 1894, 1,280 head of cattle were imported in the United States, which under a specific duty were valued at \$13,355, amounting to over \$10 per head. In 1895, 237,635 head, under an ad valorem duty, were valued at \$1,391,394, which amounted to about \$5.75 per head.

Now, this foreign importation of cattle coming largely from Mexico reduced the value of American cattle in our home markets, fully \$5 per head, which certainly was not in the interest of the American farmer, and Mexican cattle are known to all cattle dealers to be strongly tainted with Spanish fever.

I have tried to make it plain to you, that your allowing Canadian cattle to be exported from Boston resulted in the reduction of the value of American cattle 30 cents per hundred on not less than 50,000 cattle received during the week that these Canadian cattle were shipped from Boston. The price of cattle the following week, when the American exporter did secure the ships, at once advanced in value. There was a loss of nearly 30 cents per hundred on 50,000 cattle the week the Canadians secured the boats from American shippers.

Yours truly,

SAMUEL W. ALLERTON.

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U. S. DEPARTMENT OF AGRICULTURE,

OFFICE OF THE SECRETARY,

*Washington, D. C., December 28, 1896.*

MR. SAMUEL W. ALLERTON,

*Chicago, Ill.*

DEAR SIR: I am pleased to acknowledge your letter of the 21st. Evidently you intend it as a reply to my letter of the 4th. Therefore, you try to sustain the statement made over your signature October 31, which was published in the Chicago Inter-Ocean of November 1, to the effect that "the concession made to Canadian shippers deprives our American shippers of the exporting of at least 2,000 cattle per week."

In your last letter you change your position and seem to be entirely satisfied with an effort to show that Canadian shipments prevented the exportation of at least 2,000 cattle in *one* week.

Neither of your statements is correct. There were not 2,000 cattle deprived shipment in any series of weeks, or in any *one* week, by the shipment of Canadian cattle. However, you declare positively that 2,000 American cattle were crowded out of steamers sailing from Boston, by the Canadian shipments, and you attempt demonstration and verification of this mathematical impossibility by adding together the

total carrying capacity of the steamers *Corinthia*, taking 850 cattle when fully loaded, the steamer *Sylvania*, carrying 850 cattle when fully loaded, and the *Peruvian*, with a carrying capacity of 500 cattle, making in all 2,200 cattle spaces. But the old method of the "Evener" computation for rail transit can not be applied to the carrying capabilities of steamers. You, no doubt, remember the "Evener Combination" which terminated about 1878 or '79. It was an attempt made by four distinguished friends of the farmers and cattle shippers of the Northwest and Southwest to control the cattle-carrying trade of the three great roads leading from Chicago to New York. It involved a shipment between the years 1871 and 1879 of 4,000,000 head of animals. Possibly you may faintly remember the "Evens"?

Ocean transportation that we are now engaged in discussing is another sort of thing.

When you wrote your former letter the *Sylvania* had not carried a single head of Canadian cattle. That ship had not carried any Canadian cattle when I answered your patriotic epistle. Therefore, the *Sylvania* must be left out of the estimates.

And the *Corinthia*, *Sylvania*, and *Peruvian* never sailed with Canadian cattle from Boston the same week; neither did any two of them ever sail thence the same week. The fallacy and falsity of your statement that these three boats prevented the exportation of 2,000 American cattle in one week is thus exposed and you informed how absolutely absurd and sterile of truth your allegation appears.

But you are informed that Canadian shippers "loaded on the Allan Line boat *Peruvian*, 472 cattle (capacity 650), also on the Cunard Line boat *Corinthia*, 650 cattle (capacity 850), in order to take those boats away from the American shipper, and they paid a premium of 10 shillings per head for the privilege of not taking the entire capacity of the boats. The steamship companies expect to get American shippers to fill the boats, but no American shipper would load these boats to come into contact with Canadian cattle."

The *Peruvian* on that trip was loaded with 326 Canadian cattle and 146 United States cattle which were purchased in Chicago. Does not this refute your statement that "10 shillings per head were paid for the privilege of not taking the entire capacity of the boat?" How does this fact look beside your statement that "no American shipper would permit his cattle to come into contact with Canadian cattle?"

Following the above explainless explanation of the case, you add:

"Now you must see that this reduced the shipments of American cattle in one week 2,000 head."

The inability to see, even with glasses on, any such thing prevails in this Department and among all people who have read your letter.

The steamer *Peruvian* sailed September 13 with 326 cattle from



Canada and 146 head from the United States. On her previous sailing (August 3) she carried 237 United States cattle, or 91 more than when she carried the shipment in question. The steamer *Corinthia* on her previous sailings of August 25 and July 28 carried only 550 United States cattle each trip. Therefore, admitting all that you claim, or can possibly claim, there could not have been more than 641 American cattle prevented shipment in two weeks. That would average 321 for each week.

It seems to me that the difference between 321 head of fat cattle and 2,000 head, when slung into a letter as breezily as you threw them in, are enough to constitute an error worth your attention and correction. However, your long and laborious efforts as the friend of the farmer, in connection with cattle shipments, will cause every one to mitigate in you a small mistake of 2,000 head, when they remember that the "Eveners" shipped more than four million head over the three roads from Chicago to New York a few years ago. The handling of great numbers of animals, as well as of great numbers of dollars, is no doubt calculated to make one think lightly of hundreds and thousands after long, loving, and profitable dalliance with millions. Men with ever so many heads of cattle sometimes have only mediocre heads of their own, just as those with ever so many dollars may have no common sense.

Really and truly, Mr. Allerton, do you think that any American cattle were ever crowded out by the shipments of Canadian cattle from American ports? If so, when and where? If so, how does it happen that the steamer *Michigan* sailed from Boston on September 15 with only 650 head of American cattle when she has a capacity of 900 head? How is it that the *Cestrian* sailed from the same port September 16 with 810 head, when she could have carried 60 more? How is it that the steamer *Nomadic* sailed from New York on September 22 with only 600 head when she could have carried 750?

You say that—

"The result of allowing Canadian cattle shipped through Vermont to Boston was that they could come into competition with our shippers and charter the steamships. This broke our cattle market thirty cents per hundred in one week and reduced the value of 50,000 cattle in one week fully thirty cents per hundred."

Taking the weekly quotations of export cattle in the Chicago market, as made by Clay, Robinson & Co., in their published report, I find that in the week ending September 11, the quotation is given as from 4.60 to 4.80 per hundred pounds. But in the week ending September 18 it is given as 4.25 to 4.50 per hundred pounds. This is evidently a decline of from 30 to 35 cents per hundred, and yet you tell me that this decline resulted because of the insignificant shipment of 326 Canadian cattle during that time from the port of Boston!! If that was the cause of that decline,

how do you explain the greater decline which occurred in the week ending August 14, when export cattle were quoted from 4.25 to 4.45, when the export of Canadian cattle from Boston had not yet been contemplated by the shippers? How is it that the market advanced 25 to 40 cents per hundred during the week ending September 25, when 650 Canadian cattle were shipped from Boston?

Perhaps, if you will confer with your friend, Mr. Nelson Morris, and get all the facts in the case, you will find that during the week ending September 19 (the week of the first Canadian shipment), when you claim that there was no one to buy export cattle, there really were 7,042 United States cattle shipped from our ports to Europe, as compared with shipments of 6,293 and 6,850, respectively, in the two preceding weeks. This shows a gain of 749 head over the week ending September 5, and of 192 head over the week ending September 12, instead of a loss of 2,000 head as you assert.

Concluding, you pensively remark:

"Dr. Salmon states that there is a quarantine of 90 days on our cattle in Canada. Such cattle are not allowed to be exported from Montreal or any other Canadian port at present. So you see that the United States export shippers are not allowed to come into competition with steamers carrying cattle from Montreal or any other Canadian port."

But an arrangement has just been completed by which United States cattle will be allowed, in the near future, admission to Canada and export from all Canadian ports without quarantine or other hindrance. But of course you will not incur the risk of contagion by sending your own healthy bovines or those of friends through the gauntlet of diseases which you declare infect the domestic animals of that Dominion.

Respectfully yours,

J. STERLING MORTON, *Secretary.*



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